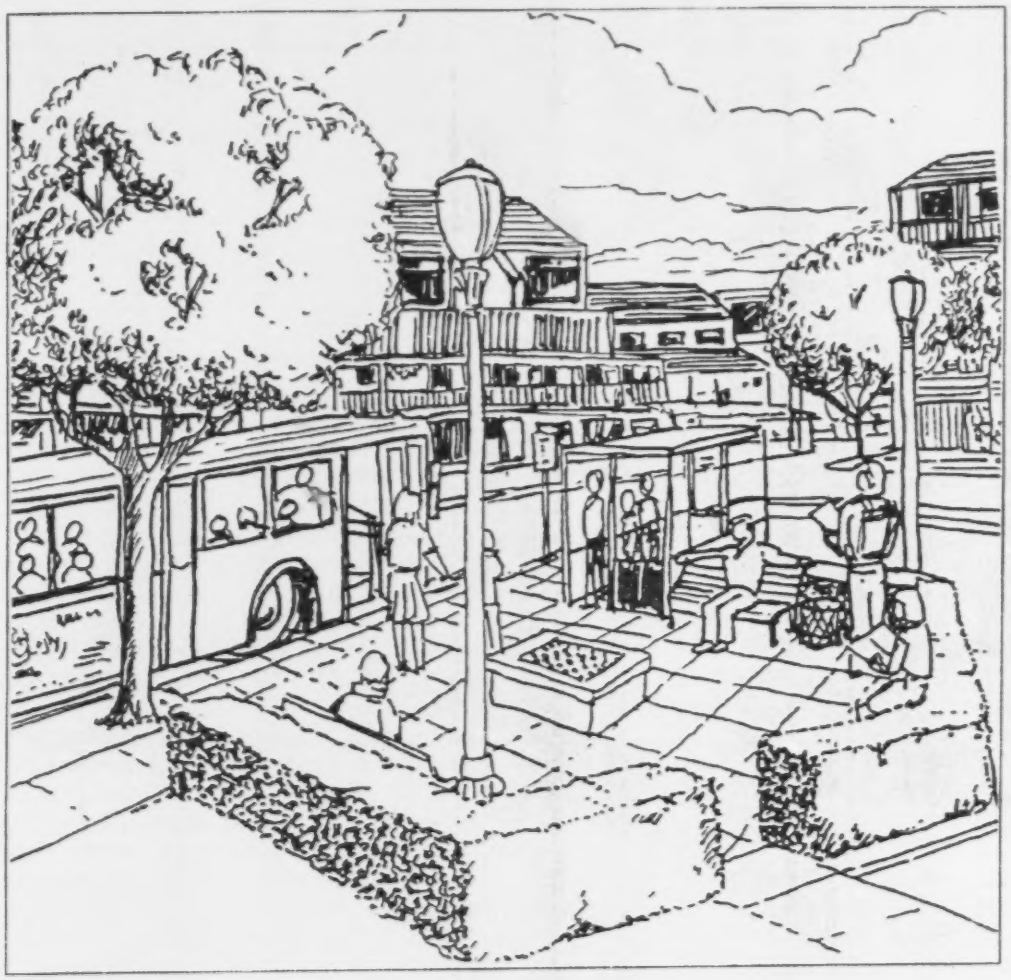

MIDNAPORE III COMMUNITY PLAN

AUGUST 1997

THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY

Office Consolidation
August 2002

MIDNAPORE III COMMUNITY PLAN

Office Consolidation
August 2002

THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY

104-00816/

Note: This office consolidation includes the following amendments adopted by Resolution of Council.

Amendment	Council Item Number	Description	Date
1.	13-99-96	a. Section 1 6 – Delete Policy 2 and related footnote, replace with new text	1999 April 19
2.	31-2000-22	a. Map 2 – Replace b. Section 1.4 – Delete Policy 5 and 6 and replace with new text	2000 July 24
3.	M-2002-012 (CPC Item#)	a. Map 2 - Replace	2002 July 15

Amended portions of the text are printed in *italics* and the specified Council item number of the amendment is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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PREFACE

What is a Community Plan?

A community plan is a planning document that establishes a framework for the development of new suburban residential communities. That framework is in the form of a set of plan objectives, a design concept and a comprehensive package of required and desired uses and features intended to ensure that the plan is achieved.

A community plan must achieve two things. It must be in keeping with the City's responsibility to protect the broader public interest by promoting the design of communities that are more fiscally, socially and environmentally sustainable in the long term (see also Section 1.2 Goals and Objectives). At the same time, it must be flexible so that developers can respond to prevailing market conditions and exercise creativity and innovation in design details.

Once adopted, **a community plan represents Council policy for the planning area** and is to be used accordingly in making development decisions.

The Planning Process

Community plans are developed through a consultative process involving landowners and their consultants, key City departments, school boards and others who will be directly affected by the plan. The planning group, or Technical Team, works together on the plan at a series of meetings until it is completed, with public input occurring at key stages.

There are several advantages to a collaborative planning process. Expertise and knowledge are shared, participants develop a better understanding of the issues that must be resolved and of each other's priorities, and, hopefully, the inevitable trade-offs are more easily made.

Organization of the Midnapore III Community Plan

This document is in two parts. Part I is **The Plan** itself and Part II is **Supporting Information** that is useful in understanding the plan.

Part I starts with a **Vision** of life in the Midnapore III communities when they are fully built out and functioning. Next, it sets out key public interest **Goals and Objectives** for the plan that are in keeping with that **Vision**. Then, with text and maps, it explains the **Design Concept** and the **Organizing Principles** for spatially arranging the major elements. Subsequent sections describe the **Required and Desirable Uses and Features** necessary to meet the **Intent** of each element. **Implementing the Plan** describes information to be provided by developers submitting planning applications and how the various planning criteria should be used in making decisions on the plan. Finally, **Monitoring the New Communities** describes how the City intends monitoring the plan to see if it is achieving the public interest goals and objectives set for it.

PART I: THE MIDNAPORE III COMMUNITY PLAN

VISION

The Midnapore III Community Plan *has been implemented and the lands transformed into two thriving communities with over 30,000 residents.*

The heart of each community is the community core. The north community core is substantially larger than the south but neither is big. They are well patronised because they provide a range of goods and services sufficient to meet people's daily needs in a village-like setting that is attractive, intimate and convenient. Many business owners and employees live in the community. They have got to know their customers well and give them excellent service. The two communities provide, between them, a supermarket(s) and other shops and services. These will change over time but typically might include a post office, pet shop, book store, travel agent, copy centre, coffee shop, card and gift shop, video store, pharmacy, medical offices and police satellite office. Stores front directly onto sidewalks and, although there is lots of car traffic and on-street parking, the community cores are clearly designed for pedestrians. The residential density at the core is fairly high and with the community-centre building, school, church and other public buildings close by, the core is always a lively place.

All the residents identify with one or other of the nine neighbourhoods that make up the two communities and there is a strong community spirit. The neighbourhoods vary in design but have a number of things in common. Streets have been designed not just for cars but as public spaces where people feel at ease strolling, cycling and socializing. Each neighbourhood has an unmistakeable centre - a square or park - that provides a social focus. Housing density at the centres is relatively high so they are always busy places. As well, there is a daycare or home care and a bus stop and transit ridership is high. Although many people use their cars for most journeys, increasing numbers choose transit — over 50 percent for the journey to work. They find that the short walk to the bus stop, the attractive, comfortable transit shelters, and the frequent bus service connecting with the LRT at Shawnessy Centre, almost as quick, and less stressful, than commuting by car. Indeed many people, including children, seniors, and low-wage earners, find that they are less car-dependent. They can enjoy all the facilities in their community, as well as Fish Creek Provincial Park, the wetland in Bridlewood and other natural and constructed recreational features, by walking, cycling or using transit.

These two communities are also successful from the City's standpoint. With fewer vehicle trips being generated, traffic impacts on downstream communities and the pressure for expensive and controversial road improvements are both less, and air quality is better than it might otherwise have been. Furthermore, increased ridership has reduced the public subsidy of transit and the compact design of the two communities has resulted in lower per capita operating and maintenance costs for a range of City services.

1.0 THE PLAN

1.1 Planning Area (Map 1)

The Midnapore III planning area is located within the Fish Creek Growth Area Management Plan boundaries, as shown on the Community Location Map (Map 1). It comprises the community of Bridlewood and the community immediately to the north (referred to in this plan as the North community).

The Bridlewood community is bounded on the north by 162 Avenue SW, on the south by the Marquis of Lorne Trail (Highway 22X), on the east by 14 Street SW and on the west by the future Sarcee Trail SW right-of-way.

The North community is bounded on the north by Fish Creek Provincial Park and the community of Evergreen Estates, on the south by 162 Avenue SW, on the east by 14 Street SW and on the west by the future Sarcee Trail SW right-of-way.

For further details see Part II Supporting Information, Section 4.0.

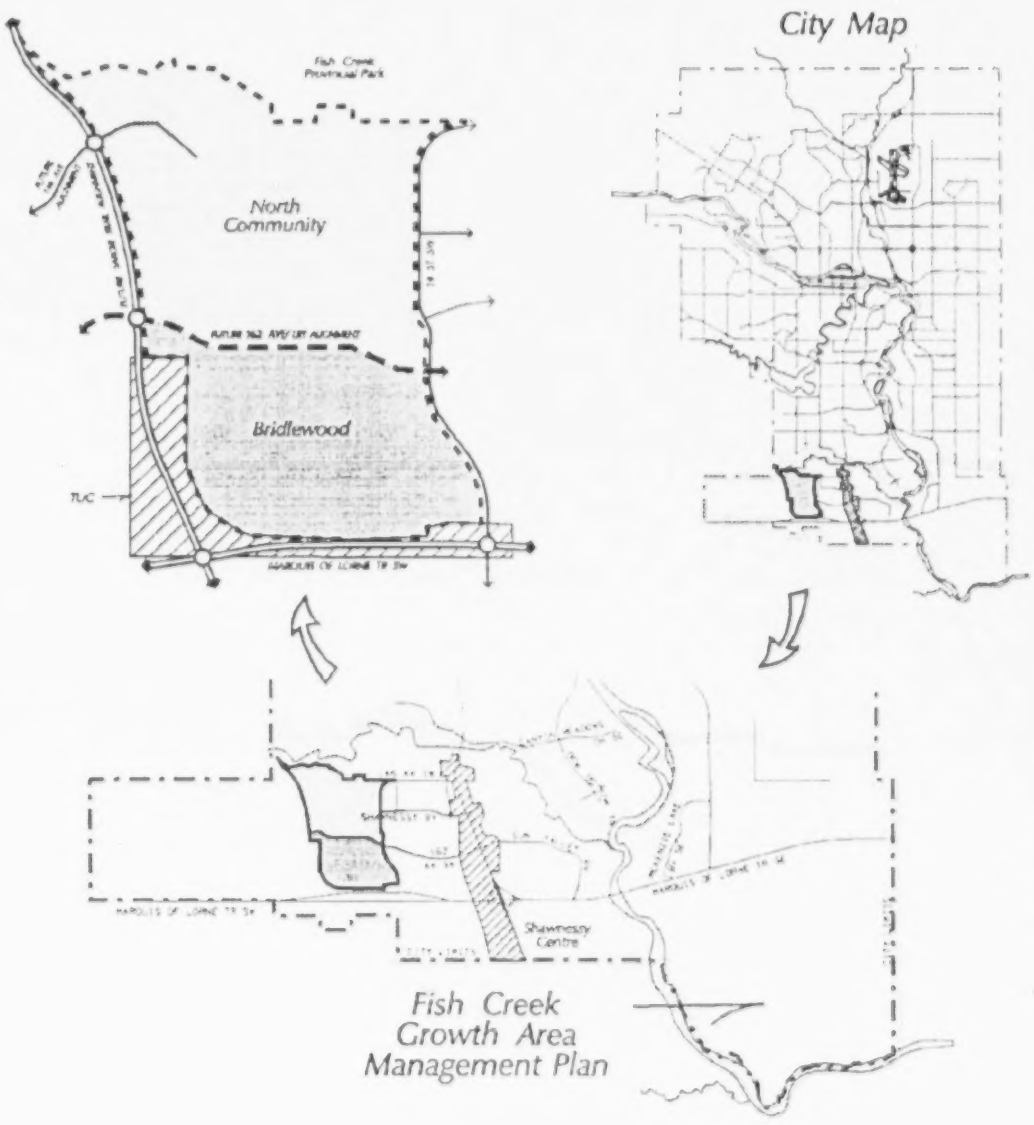
1.2 Goals and Objectives

To be considered a success, a community plan must result in a community that is widely considered to be a desirable place to live by potential home buyers. If it is, it should also be a successful project for the developer.

But a successful community must also meet a number of public interest goals that benefit not only the community residents but also, indirectly, the public at large. These goals are set out in certain policy documents recently approved by Calgary City Council, including the **Calgary Transportation Plan**, **the Sustainable Suburbs Study,** the **City of Calgary Environmental Policy, the Natural Area Management Plan** and the **Transit Friendly Design Guide** (see Section 6.0). They translate into the following public interest goals (in **bold**) and objectives for the Midnapore III planning area.

Reduced Car Dependency

- To reduce vehicle trips and encourage people to walk or cycle more often.
- To encourage greater use of transit.

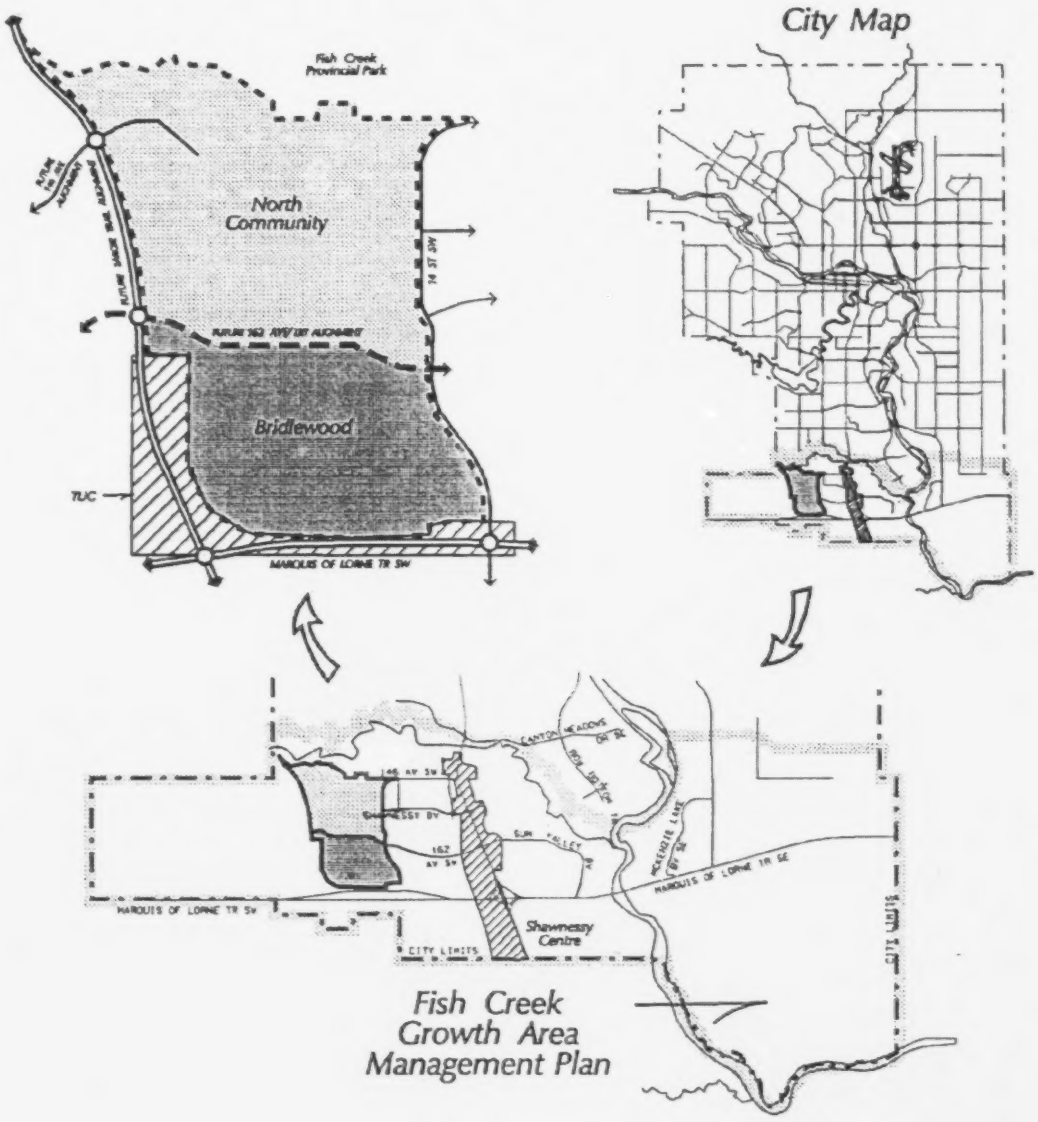


This map is conceptual only. No measurements of distances or areas should be taken off this map.

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION

MAP 1

MIDNAPORE III COMMUNITY PLAN
COMMUNITY LOCATION



This map is conceptual only. No measurements of distances or areas should be taken off this map.

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THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION

MAP 1

MIDNAPORE III COMMUNITY PLAN
COMMUNITY LOCATION

Plot Date: 21-JAN-1997
Draw No: MID:340606417.dgn

Reduced Public Costs

- To design the community with an aim to reducing the public cost of services and the construction and maintenance of infrastructure.
- To use land more efficiently by designing a community that is capable of achieving an increased density.

Improved Community Life

- To provide schools, shops, services and recreational facilities within the community to meet people's daily needs and offer local employment opportunities.
- To give the location and quality of public facilities and areas, including roads, high priority to encourage community activity and to give people civic pride and a sense of place.
- To encourage social diversity by providing a wide choice of housing to accommodate different household types and lifestyles.

Increased Environmental Protection

- To protect environmentally significant areas and natural features.
- To reduce solid waste and water and energy consumption.

Increased Protection of Public Health and Property

- To protect public health by preventing, reducing or remediating soil, water and air pollution.

1.3 Design Concept and Organizing Principles

The planning process started with a review of existing planning policies for the management of city growth south of Fish Creek Provincial Park. Next, the opportunities and constraints affecting development in the planning area were assessed. The findings are summarized in Part II: Supporting Information.

The Design Concept (Map 2)

Many factors influenced the Design Concept, which is illustrated on the Land Use Concept Map (Map 2). They include the size and shape of the planning area, the pattern of land ownership, the future alignment of Sarcee Trail and the need to maintain public access to Fish Creek Provincial Park. However, two factors were especially significant.

Firstly, the alignment of 162 Avenue SW and its connection to Sarcee Trail had been previously approved and allowed for little variation. This major transportation corridor divides the planning area into two areas of unequal size. It will eventually carry a light-rail transit (LRT) line and create a significant barrier to movement between the two parts. This constraint led to the early decision that Midnapore III will be two communities, not one.

Secondly, the existing and proposed development of Shawnessy Centre, a major mixed use employment and commercial concentration less than three kilometres to the east, will have a significant influence on the establishment of any commercial businesses in Midnapore III that are in direct competition. This concern led to the decision that the Midnapore III commercial areas, if they are to succeed, must offer a very different kind of shopping experience from that of the car-oriented, big box stores and large supermarkets that Shawnessy Centre will likely attract. That experience is envisaged as shopping at a relaxed pace for those goods and services most commonly needed on a daily basis in a small-scale, village-like setting that is highly accessible and pedestrian-oriented.

The Organizing Principles

The major elements of the Design Concept and their spatial organization are as follows:

- **Provide a centrally located community core** in each community to serve as the primary commercial and public activity centre with a mix of uses: retail, multi-family housing, transit, parks and other public facilities.

- **Divide communities into neighbourhoods** so that all residents can relate either to a neighbourhood or to a community core. To the extent possible, neighbourhood boundaries should be within a comfortable 400 metre walk of a bus stop and be distinct and clearly defined by a natural feature, such as a ravine, or by a park or road.

- **Provide a neighbourhood node** at the centre of each neighbourhood and design it to be the social focus of the neighbourhood with mixed uses, a park, and a bus stop.

Map 2

Midnapore 3 Community Plan

Land Use Concept

Approved:
April 1997
Amended:
31-2000-22 July, 2000
M-2002-012 July, 2002

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

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DATE PLOTTED: 29-JUL-2002

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metres

This map is conceptual only. No measurements of distances or areas should be taken off this map.

- Plan Boundary
- Transportation Utility Corridor
- Neighbourhood Area
- Residential Corridor
- Joint Use Site
- Wetland
- Community Centre Site
- Fire Station
- Neighbourhood Node
- Community Core: Multi-Family
- Community Core: Commercial
- Regional Pathway
- Expressway
- Major Road
- Community Road Network
- Future L.R.T. Alignment & Station
- Grade Separated Interchange

- **Link the two community cores with a corridor** that provides an attractive entranceway for all modes of travel into each community and allows direct access from one community core to the other.

- **Provide a variety of open spaces** - parks, schools, squares - to meet the needs of residents, in the form of an integrated system that connects with, and provides public access to, regional facilities such as Fish Creek Provincial Park, various aspen woods and the wetland located in the southeast corner of the planning area.

- **Provide a network of interconnecting streets** that link shops, services, parks, schools and other community facilities in a direct manner and are designed to existing standards to accommodate anticipated traffic levels while discouraging speeding.

- **Design streets to be pedestrian and cyclist-friendly** so that walking and cycling are safe, interesting and pleasant, not only for recreation, but also as a viable alternative to the car for many trips.

- **Design the road system to provide direct routing for transit** and make bus stops accessible, pleasant places to wait for a bus.

Understanding the Planning Criteria

The **Organizing Principles** led to the establishment of four basic land use areas: the community core, neighbourhood node, neighbourhood area and residential corridor (described in the Sections 1.4 to 1.7). These may be likened to the rows of a matrix. The columns comprise other planning elements which apply, to some degree, to all four land use areas. These other elements - open space and joint use sites, transportation, servicing and environmental issues - are described in Sections 1.8 to 1.11. All these planning criteria are described under headings that have the following meanings:

Intent	The major characteristics of a planning component, and some of the intended public benefits.
Required Uses and Features	Basic criteria essential to achieving the **Intent**.
Desirable Uses and Features	Optional criteria. While none of these is mandatory, a selection of them, or others providing an equivalent public benefit, is needed to meet the **Intent**.

(See Section 2.6 - Making Decisions on Planning Applications.)

1.4 Community Core (Map 2)

Intent

The community core is intended to be the social, cultural, commercial and recreational heart of the community — an attractive, vibrant, "people place".

To ensure good accessibility, the community core is centrally located with direct road connections to neighbourhood nodes and with pathways that converge upon it. Although many people travel to the community core by car, off-street parking, traffic circulation and commercial delivery are designed in such a way that these do not create a barrier to, or otherwise discourage, pedestrian access to shops and other community facilities. To encourage transit ridership, an attractive, conveniently located and comfortable bus stop is integrated into the design of the core.

To fulfill its role, the community core is a mixed-use area with institutional uses, shops and services sufficient to meet the daily needs of community residents while providing some local employment. Residential density, within and close to the community core, is relatively high and housing choice includes multi-family and smaller lot sizes. To give the community a distinct identity, and to foster community pride and a sense of place, the community core has one or more prominent buildings, features or structures.

Required Uses and Features

1. Community commercial uses, multi-family/two family residential and a community centre site.

2. A central location (as shown conceptually on the Land Use Map (Map 2)).

3. One or more bus stops, strategically located for accessibility.

4. Direct connections (sidewalks or pathways) converging on the community core from the surrounding residential area.

5. *In the Evergreen community, a commercial area in the order of 3.0 hectares, including a site for a retail food store, be located along 162 Avenue SW, and be designed to provide convenient access for pedestrians and vehicles.*

6. *In the Bridlewood community, a commercial area in the order of 3.0 hectares, including a site for a retail food store, be located along 162 Avenue SW, and be designed to provide convenient access for pedestrians and vehicles.* **31-2000-22**

7. Off-street parking areas at the side or rear of institutional and commercial buildings, including the supermarket, where the buildings front onto a main shopping street or the residential corridor.

Note: To encourage innovation in providing parking areas within the community cores, credit for on-street or shared use parking for commercial development will be considered, subject to a site specific evaluation.

Desirable Uses and Features

The following are not mandatory but they meet the **Intent** and should be considered.

1. Institutional, recreational, single detached residential, and innovative R-2 (single detached residential only with secondary residential units).

2. A grid or modified grid street pattern that provides multiple and direct connections to community facilities.

3. Sidewalks and street trees in the boulevard on both sides of the street.

4. Attractive, pedestrian-scale lighting fixtures, signage and other street furniture.

5. Rear lanes that allow shared access to off-street parking for residential lots while facilitating rear delivery to commercial and institutional buildings.

6. Second-storey residential, commercial, recreational and institutional uses.

7. A building, structure or feature serving as a landmark or focal point for the core.

1.5 Neighbourhood Node (Map 2)

Intent

The neighbourhood node is the focal point of each neighbourhood and the centre of social activity. To ensure good accessibility, the node is centrally located within the neighbourhood area and has direct road connections to other nodes. Within the neighbourhood area, roads and pathways converge on the node. To encourage transit ridership, a bus stop is located within a comfortable five minute walk of most homes. Also, residential densities are significantly higher at the node compared to the surrounding neighbourhood average.

The centre of the node has an attractive public open space and a mix of adjacent uses such as multi-family/two family housing, a daycare, recreational uses, small scale commercial uses and some single detached residential with secondary residential units. To give the node a distinct character and to give residents a sense of place, there are one or more prominent buildings, structures or features.

Required Uses and Features

1. A central location within the neighbourhood area.
2. A neighbourhood node park.
3. Multi-family/two family residential.
4. One or more bus stops serving a catchment area defined by a comfortable five minute (400 metre) walk for most residents in the neighbourhood.
5. Direct road linkages to other neighbourhood nodes.
6. Pathways that converge upon the neighbourhood node.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Institutional (e.g., day care), recreational, single detached residential (with secondary residential), and neighbourhood commercial uses.
2. Roads adjacent to, but not surrounding the park, providing public access.
3. A building, structure or feature serving as a landmark or focal point for the node.

1.6 Neighbourhood Area

Intent

All residents can relate to one or other of the neighbourhoods or to a community core. Although the predominant form of housing is single family, all neighbourhoods offer a choice of housing. This enables people of different household types, lifestyles and income levels to find a home that meets their present needs somewhere within the community. Moreover, they won't be obliged to leave the community should those needs change. Many homes have home occupations of a type that does not adversely impact their neighbours.

Architectural styles and details within the community reflect the marketing objectives of developers and builders but throughout the planning area an effort is made to co-ordinate houses with the streetscape. In general, front yards are small, street trees plentiful and garages, if not at the rear of the lot, do not dominate the streetscape.

Joint use sites and sub-neighbourhood parks provide open space in the neighbourhood area and are linked by the regional pathway and linear parks creating a variety of recreational opportunities.

Required Uses and Features

1. Single family or two family residential, joint use sites and open space.

2. a. *The residential density of a community shall be a minimum of 14.87 units per gross developable hectare (6 units per gross developable acre) and a maximum of 19.8 units per gross developable hectare (8 units per gross developable acre).*

   b. *The density requirements of a specific application may be varied by Council or an Approving Authority where the intent of the Community Plan is otherwise achieved.* **13-99-96**

3. Provision for a variety of dwelling units, other than single detached, in each community.

4. Graduated density that is highest near community cores and neighbourhood nodes.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. A broad range of housing types, including multi-family.
2. Townhouses with street frontage.
3. Different sized lots in the same neighbourhood and different house sizes on the same street.
4. Sub-neighbourhood parks.
5. Pathways between houses, wherever necessary, to facilitate direct public access to bus stops, parks and other community facilities.
6. Front-drive garages designed and located so that they do not dominate the streetscape.

1.7 Residential Corridor (Map 2)

Intent

The residential corridor is a direct and continuous road connection between the North and Bridlewood community cores. The corridor has been designed to accommodate all modes of travel safely, conveniently and comfortably. It is the central spine of the planning area and enables good north-south movement. This is important so that convenient access between the two communities can be provided and so that Fish Creek Provincial Park and the future LRT station on 162 Avenue can be convenient destinations for both communities.

The corridor contains a mix of uses, including multi-family/two family residential, single family residential with secondary residential units, and some small-scale office and personal services uses such as a law office, optician, architect's studio or cafe. Design features that make the corridor attractive include housing placed close to the street, rear garages, wide sidewalks and trees on both sides of the street.

Required Uses and Features

1. Multi-family/two family residential.
2. A direct connection between the North community and the Bridlewood community cores, across 162 Avenue SW.

3. One or more bus stops.

4. Garages and off-street parking areas placed at the rear of buildings.

5. Buildings facing toward the residential corridor, except on block corners where the building may face the cross street.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Special commercial uses that are compatible with adjacent residential development, provided that they are located no closer than 75 metres from the intersection of the residential corridor and 162 Avenue SW.

2. Townhouses with street frontage.

3. Single family residential with secondary residential units.

1.8 Open Space and Joint Use Sites (Map 2)

Intent

Residents enjoy a variety of built and natural open spaces that are located, sized and configured as a linked system that is highly accessible and functional and meets the recreational needs of community residents of all ages, interests and abilities. Natural areas, deemed environmentally significant, are integrated into the open space system and are totally or partially protected from development.

There are linear open space and pathway connections designed to make walking direct, safe, interesting and enjoyable. To encourage walking and cycling as a transportation alternative for many local trips, pathways and sidewalks directly connect the neighbourhood node and other community facilities. Regional pathways are also part of the open space system making connections to other communities and providing public access to regional facilities such as Fish Creek Provincial Park, various aspen woods and the wetland in the Bridlewood community.

The number, type and size of joint use sites is in balance with anticipated local needs. They are located and designed to facilitate car and bus drop-off and to give children the choice of walking, cycling or using public transit to get to school.

Required Uses and Features

1. Joint use sites as shown in the following table and on the Land Use Concept Map (Map 2).

JOINT USE SITE REQUIREMENTS		
BRIDLEWOOD COMMUNITY		
SCHOOL TYPE	SCHOOL BOARD JURISDICTION	SIZE AND LOCATION*
Elementary	Separate	3.6 ha (east side)
Elementary and Community Centre	Public	4.0 ha (central) 1.2 - 1.6 ha
Junior High	Public	4.8 ha (west side)
NORTH COMMUNITY		
Elementary	Public	4.0 ha (east side)
Junior High and Community Centre	Public	4.8 ha (central) 1.2 - 1.6 ha
Elementary Junior High	Separate	4.8 ha (west side)
Elementary	Separate/Public	4.0 ha (north side)
* Approximate only. The exact size and location of the joint use sites will be determined at the outline plan stage.		

2. A community centre site of between 1.2 and 1.6 hectares at the centrally located joint use site in each community.

3. In each community, three neighbourhood parks, each of approximately 0.8 hectares and optimally located at either the neighbourhood node or elsewhere in the neighbourhood, to maximize the service catchment area.

4. Sub-neighbourhood parks, each a minimum of 0.2 hectares in size, optimally distributed throughout the community, regardless of ownership boundaries, to maximize the service catchment area.

5. A regional pathway providing

   a. a continuous system which connects the community core, neighbourhood nodes and joint use sites and which provides public access to natural areas and features, and

   b. external linkages to Fish Creek Provincial Park, and adjacent existing and future communities (See Map 2).

6. The regional pathway to be located within a linear park. Where this is not possible, the regional pathway to be located within the road right-of-way in the form of a separate off-street pathway, which may be constructed in place of a sidewalk.

7. Natural areas that qualify as environmental reserve under the Municipal Government Act, protected in their natural state either through dedication as environmental reserve or by registration of an environmental easement (See Map 4 - Natural Features and Environmentally Significant Areas).

8. Environmentally significant areas, other than those described above, integrated into the open space system and protected in their natural state through dedication as municipal reserve, voluntary preservation, purchase or other methods approved by Council.

9. The wetland and surrounding vegetation, located in the southeast corner of the Bridlewood community, protected through innovative design and integrated with the surrounding residential areas through open space and pathway connections.

10. Any dedicated environmental reserve along the Fish Creek Provincial Park boundary to be transferred to the Province of Alberta.

11. The maintenance of public access and views into Fish Creek Provincial Park along the top of the escarpment.

12. The use of setbacks, planting, fencing, limitations on building height or other means, to ensure that public enjoyment of the Fish Creek Provincial Park trail system isn't adversely affected by the visual impact of development along the escarpment (See Information Requirements of Applicants - Visual Impact Simulation - Section 2.4 and Special Land Use Regulations - Section 2.5).

Desirable Uses and Features

The following are not mandatory but they meet the **Intent** and should be considered.

1. Locating the community centre on a joint use site to allow for the shared use of sportsfields and facilities.

2. Orienting a school or community centre building toward the community core.

3. Neighbourhood parks evenly distributed throughout a community in order to maximize their service radius.

4. Sub-neighbourhood parks, that are not part of a neighbourhood node, having some frontage to a road but not exposed to roads on all sides.

1.9 Transportation (Maps 2 and 5)

Intent

The overall intent of the transportation system is twofold. Firstly, it is to enable people to reach their destinations within and outside of the community as quickly and safely as possible. This is accomplished by a road network that emphasizes direct and multiple routes linking homes with the community cores, neighbourhood nodes, parks, schools and other community facilities. It also means that cul-de-sacs are fewer, especially around the neighbourhood nodes and community cores.

Secondly, the intent is to make transit, walking and cycling attractive and practical alternatives to vehicles for many trips and, where vehicles are used, to try and reduce the length of the journey. Many measures are taken to encourage transit. The streetscape is pedestrian and cyclist-friendly and the alignments minimize impact to significant open space systems; bus stops have direct pedestrian connections to them and are built as pleasant, comfortable places to wait for a bus; and transit service is quick and efficient. Walking and cycling as a means of travel, not just for recreation, are encouraged by pathways or sidewalks designed to link community facilities in a safe, direct manner. Reduced vehicle trips are possible because those community facilities used on a daily basis, such as shops, services and day care, are centrally located within the community to allow multiple purposes for a single trip.

Required Uses and Features

1. The extension of existing east-west major and collector standard roads into the planning area, to occur in conjunction with the phasing of development.

2. An internal road network comprised of

    a. direct routes linking major origin and destination points within the community,

    b. multiple and parallel routes to disperse traffic and allow for alternative routing options,

    c. interconnecting and crossing routes.

    Note: Residential enclaves or cells comprised of cul-de-sacs, crescents or p-loops may also be acceptable, but should be designed to minimize circuitous routing for pedestrians, cyclists and transit.

3. A direct pedestrian and cyclist connection between the North community core and Fish Creek Provincial Park.

4. Bus stops provided at the community cores, neighbourhood nodes and such other places within the community as are needed to ensure that all residents have easy access to transit.

5. The LRT alignment within the 162 Avenue SW right-of-way and an adjacent future LRT station, with possible Park'n Ride facility accommodated.

Desirable Uses and Features

The following are not mandatory but they meet the **Intent** and should be considered.

1. A grid or modified grid pattern of streets, especially around the neighbourhood nodes and community cores.

2. Some roads with vistas terminated by buildings, features or structures, that provide a focal point.

3. Rear lanes provided for all streets within the community core, neighbourhood node and residential corridor.

4. Traffic calming measures incorporated in the road design where such features are demonstrated to effectively slow traffic, do not detract from the aesthetic appearance of the roadway, can be removed or modified should operational problems arise, and are safe.

5. Transit shelters designed to encourage transit use with heating and lighting and related amenities such as route maps, bicycles storage facilities and passenger drop-off areas.

6. Graduated density that places 85 percent of the population within 300 metres of a bus stop, and attempts to place all residents within 400 metres of a bus stop.

   Note: In some special situations, up to five percent of the population may be outside the 400 metre distance to a bus stop.

7. Street trees and sidewalks on at least one side of the street.

8. Pedestrian-scale lighting fixtures.

1.10 Servicing

Intent

The intent of this section is to ensure that water, sanitary sewer, storm sewer, telephone, electrical, natural gas and cable utilities are provided in a safe, logical and efficient manner and are aligned to minimize impacts on significant open space systems.

Required Uses and Features

1. Development within the eastern portion of the planning area serviced by extending existing water distribution mains from the communities of Millrise, Shawnessy and Somerset and by adding ties to the existing feedermain on 146 Avenue SW.

2. The installation of a pump station and feedermain to allow development within the western portion of the planning area above the 1,108 metre contour.

3. Stormwater flows from the North community conveyed to Fish Creek at the existing 14 Street SW outfall and a future outfall at 37 Street SW, in accordance with Provincial standards.

4. Stormwater flows from the Bridlewood community conveyed to the Bow River, through a combination of a piped system and stormwater management facilities, in accordance with Provincial standards.

5. Stormwater flows into the wetland in the southeast corner of the Bridlewood community to not impact the viability of the wetland or surrounding vegetation.

1.11 Environmental Issues

Intent

Protecting the environment by finding ways of reducing the impact of the suburban lifestyle is a major goal of this plan and one of the reasons for its strong focus on encouraging transit, walking and cycling as a viable alternative to private vehicles. But there are other ways that communities can be planned and built to help protect the environment.

The Sustainable Suburbs Study (Section 4.7) contains a number of policies aimed at reducing waste and pollution and at encouraging recycling. Several of these are set out below. Protection of the environment is of concern to many potential home buyers and is expected to increase during the build-out period of the Midnapore III planning area. Although most of the following criteria are not mandatory, developers and builders are encouraged to pursue them in developing the Bridlewood and North communities.

Required Performance and Features

1. To ensure that the planning area is suitable for its intended use, a Phase I Environmental Site Assessment for the whole Midnapore III planning area, carried out by developers at their expense, as part of an Outline Plan/Land Use Amendment submission (See also Information Requirements of Applicants - Soil and Groundwater Assessments - Section 2.4).

2. Remediation of the site, as required by Alberta Environmental Protection, prior to submission of an Outline Plan/Land Use Amendment application.

3. A site for a recycling depot at each community core.

4. Encourage builders to emphasize, in their show homes, the availability and benefits of energy and water-saving devices.

Desirable Performance and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Encourage builders to ensure that all new buildings are audited for construction waste.

2. Encourage builders to use recycled materials in the construction of new buildings when supplies are available, existing standards allow and the cost of materials is reasonable.

3. Encourage builders to equip all buildings with bins for sorting recyclable dry waste (paper, plastic, metal and glass) and to locate permanent composters on lots or, alternatively, provide for a centralized composting unit at the recycling depot within each community core.

4. Water metres and manufactured water-saving fixtures in all buildings.

2.0 IMPLEMENTING THE PLAN

2.1 Phasing of Development

1. Subject to (2) below, the phasing of subdivision within a community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.

2. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will be allowed where

   a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries),

   b. transit service and other essential public services can be delivered to the area,

   c. on-site parks to serve the immediate resident population are provided, and

   d. access to schools and recreational and community facilities are provided.

3. The upgrading of the 37 Street SW crossing of Fish Creek should occur when 2,500 to 3,000 residential units are occupied in the Midnapore III planning area.

   Note: The City intends to provide this upgrading when required but, if funding is not available, to work with developers on alternative solutions to avoid disruption to the logical phasing of development.

2.2 Comprehensive Planning

1. An Outline Plan/Land Use Amendment should, wherever possible or practical, comprise an entire neighbourhood or community core.

2. Where (1) is not achieved, the developer may be required to demonstrate, through a conceptual design for the residual portion of the neighbourhood or community core, that this residual area can be developed in a logical and comprehensive manner.

2.3 Applying the Density and Housing Mix Requirements

It is intended that this section will be added to reflect the findings of the joint City/UDI Study aimed at developing implementation strategies to achieve the Sustainable Suburbs Study objectives relating to density and housing mix.

2.4 Information Requirements of Applicants

As part of an Outline Plan/Land Use Amendment submission, an applicant may be required to submit any or all of the following information to the satisfaction of the Approving Authority.

Context Plan

A plan for the balance of the lands outside of the Outline Plan/Land Use Amendment area, which demonstrates the relationship of the site with: the community core, neighbourhood nodes, residential corridor, joint use sites, regional pathways, major/ collector roads, and other relevant components of the community plan.

Special Land Use Area Concept Plans

A special concept plan for a community core, neighbourhood node or residential corridor showing compliance with the requirements of this community plan.

Density Phasing Plan

A plan showing

a. the intended phasing of subdivision within the Outline Plan/Land Use Amendment area, and

b. the proposed number and type of dwelling units within each phase.

Note: The density phasing plan may be required to be updated and re-submitted with each tentative plan, development permit or redesignation application within the initial Outline Plan/Land Use Amendment area.

Commercial Development Plan

An applicant proposing a significant change to the size or location of any of the commercial components of this plan may be required to submit a market analysis and other information justifying the change (See Section 2.6).

Open Space Plans

When submitting outline plans, developers shall demonstrate, by means of a concept plan, how they will achieve the integrated system of open spaces and pathways referred to in Section 1.8.

Where a change to the location, number or size of joint use sites within the community is proposed, an **Open Space Allocation Plan** may be required to be submitted by the developer, showing, among other matters, a reserve analysis, on an ownership basis, for the community.

Where an Outline Plan/Land Use Amendment submission includes a joint use site, a **Site Layout Plan** for the site is required.

Where a joint use site is proposed to be located within two or more ownership areas, developers shall demonstrate that the site can be acquired and designed to accommodate educational and recreational facilities and associated playfields.

Transit Service Statement

A **Transit Routing Plan**, prepared in accordance with the Transit Friendly Design Guide, and containing among other matters,

a. bus stop locations,

b. transit routes,

c. transit catchment areas, and

d. residential unit distribution in relation to walking distances from bus stops.

Roadway Network Plan

As part of an Outline Plan/Land Use Amendment submission, a **Roadway Network Plan** describing, among other matters, the proposed phasing, road types and special features of the internal roadway network.

Stormwater Management Plan

As part of an Outline Plan/Land Use Amendment submission within the Bridlewood community, a **Stormwater Management Plan** shall be submitted by the developer to determine the need, location and capacity of any stormwater management facilities required.

Stormwater Management Plans must address drainage from the Marquis of Lorne Trail and the future Sarcee Trail.

Visual Impact Simulation

Photo simulations, drawings or other material showing what measures, if any, the applicant is proposing to take to lessen the visual impact of a development, where, in the opinion of the Approving Authority, it is likely to seriously affect public enjoyment of a significant view.

Soil and Groundwater Assessments

When submitting Outline Plan/Land Use applications, developers shall demonstrate that the site is suitable for the intended use.

The applicant shall submit a **Phase I Environmental Site Assessment** and an **Acknowledgement and Disclosure Statement** identifying any concerns with regard to soil and groundwater contamination. Further reports may be required based on the findings of the Phase I assessment as follows: a **Phase II Environmental Site Assessment** (soil samples and laboratory analysis) and, possibly, a **Phase III Environmental Site Assessment** (Remediation and/or Risk Management Plan).

The requirement for a **Phase I Environmental Site Assessment** may be waived at the discretion of the Approving Authority only where the **Acknowledgement and Disclosure Statement** and civic databases clearly indicate there are no soil or groundwater contamination concerns within the plan application area.

2.5 Special Land Use Regulations

Subject to future amendments to the Land Use Bylaw that will have the same effect, all or part of the following areas may be designated Direct Control District (DC) in order that land use requirements can be customized to the specific needs of this community plan.

- Community Core
- Neighbourhood Node

- Residential Corridor
- Sites along the edge of the Fish Creek Provincial Park escarpment that are open to view from park trails.

Note: This last requirement may be relaxed in the case of single family dwellings where a developer can demonstrate, through a visual impact simulation, that the concerns raised in Section 1.8 do not apply or will be addressed by various measures to the satisfaction of the Approving Authority.

2.6 Making Decisions on Planning Applications

1. An applicant submitting a land use or outline plan or development permit application shall demonstrate, to the satisfaction of the Approving Authority, that the application:

   a. complies with the plan **Goals and Objectives**, the **Design Concept and Organizing Principles** and the **Intent** of all applicable plan components;

   b. provides the **Required Uses and Features**; and

   c. provides a significant number of **Desirable Uses and Features** or other features that are of an equivalent benefit to the public.

   A checklist showing compliance with the community plan shall accompany the application to the Approving Authority.

2. In making a recommendation or decision on an application, some flexibility in interpreting the plan will be needed and some trade-offs may have to be made.

3. It is the intent of this plan that a change to the location of the community cores, neighbourhood nodes or other key elements of the plan that would, if approved, significantly change the **Design Concept**, require a formal amendment to this plan from Calgary City Council following a non-statutory public hearing.

2.7 The Timing of Public Improvements

Although it is intended that the publicly funded improvements and services necessary to implement the Midnapore III Community Plan will be provided, no commitment is made as to timing. Residential development on the residential unit limit outlined in Section 2.1(3) will only be permitted once funding for the 37 Street crossing of Fish Creek is committed.

3.0 MONITORING THE NEW COMMUNITIES

This plan is intended to bring about certain fiscal, social and environmental benefits, not just to the residents of the two communities, but to the citizens of Calgary generally. As a result, it is critical that the Midnapore III communities be monitored as they develop in order that subsequent phases of this plan and other plans now in preparation may benefit from this analysis. Both the **Calgary Transportation Plan** and the **Sustainable Suburbs Study** call for the development of a set of indicators for monitoring community plans. This work was undertaken, in the form of the Sustainability Indicators Study, conducted in parallel with the preparation of this plan.

The two key pieces of information that will be needed are: were the planning criteria met in the implementation of the plan and, if they were, did they achieve the hoped for results? For example, the plan contains a host of provisions aimed at reducing the use of private vehicles. It is important to know if they were all implemented and, if they were, do residents use their vehicles less than in comparable communities where these provisions did not apply. It would also be useful to know specifically which of these provisions was most effective, which could be improved, and which seem to have little effect and might be discarded if they serve no other purpose. The Sustainability Indicators Study does, of course, recognize that, in the above example, there are many factors external to the plan (such as the price of gasoline or availability of parking) that might influence the use of cars by community residents. Accordingly, the Study recommends using both quantitative data and resident surveys in making evaluations.

The present intention is to start to monitor the **Goals and Objectives** of the plan as soon as a sufficient number of houses have been built and population reached. In order to be cost-effective and to avoid duplication, the monitoring program will be coordinated with routine data collection by a number of City Departments and with other monitoring programs. Such programs are being developed in connection with the **Calgary Transportation Plan**, the **State of the Environment** (Office for the Environment), the **Natural Area Management Plan** and the **Corporate Performance Measures** initiative.

PART II: SUPPORTING INFORMATION

4.0 PLANNING AREA

4.1 Land Area

The planning area covers a total of ±654 hectares in portions of Sections 5 and 6-23-1 W5M and Sections 29, 30, 31 and 32-22-1-W5M. The area is bisected by the 162 Avenue SW right-of-way. The North community is ±407 hectares in size and the Bridlewood community is ±247 hectares in size.

4.2 Developable Area

The Midnapore III planning area has very few constraints to development. With the exception of a wetland and surrounding vegetation, located in the extreme southeast corner and some steep slopes along the Fish Creek Provincial Park boundary, the majority of the area is considered to be suitable for urban development.

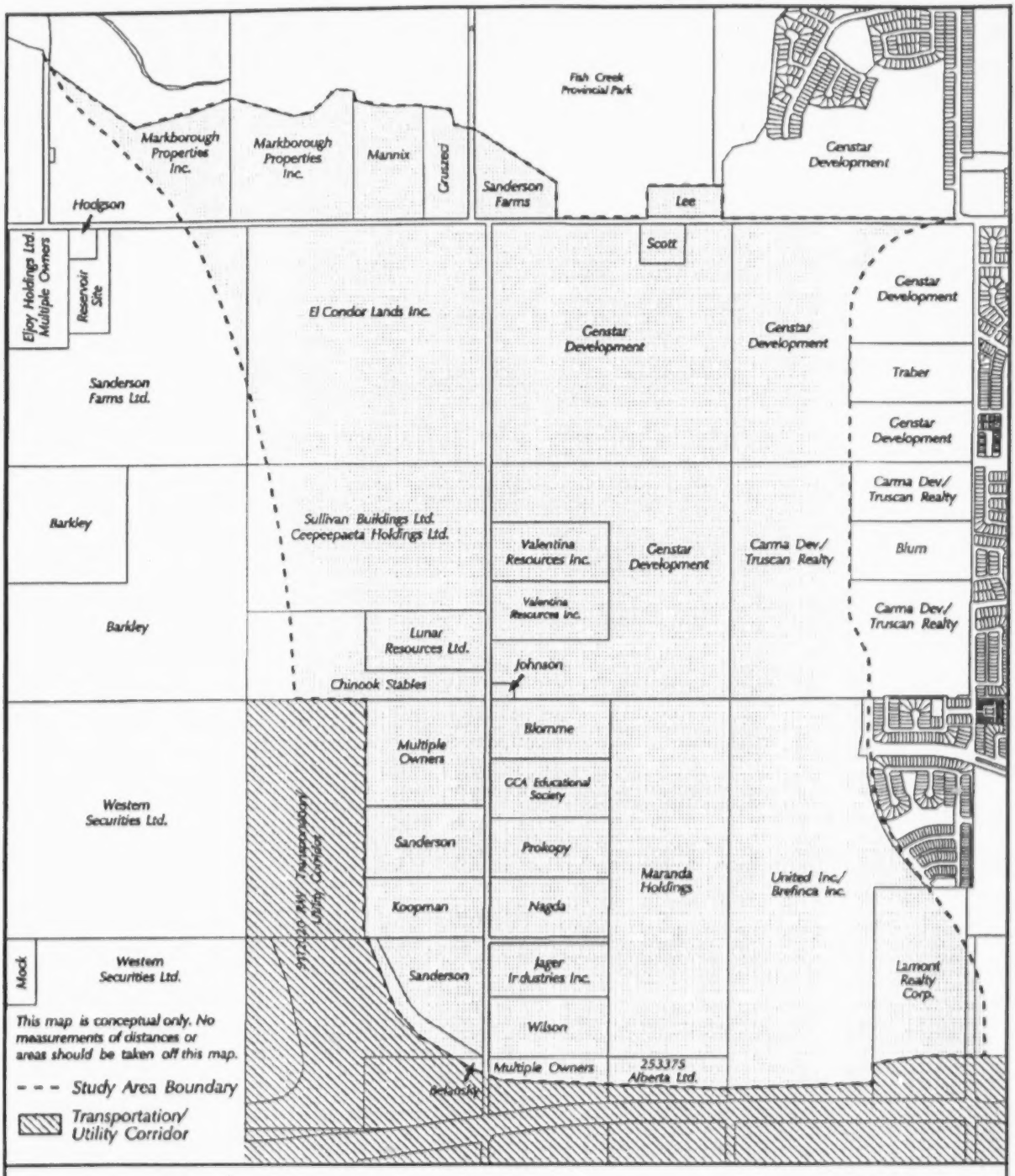
4.3 Land Ownership (Map 3)

Genstar Development Company is the largest single landowner in the planning area with ±168 hectares in Section 32-22-1-W5M. United Inc./Brefinca Inc. and El Condor Lands Inc. are the next largest landowners with ±66 and ±65 hectares respectively. The central and southwestern portion of the planning area has been subdivided, mostly into 8 hectare parcels, for country residential and minor agricultural uses and a private school. There are a number of smaller parcels throughout the western half of the planning area and along the Fish Creek Provincial Park boundary.

4.4 Population Projections

The following projections for the North community and the Bridlewood community are based on an achieved residential density of 17.3 units per gross developable hectare (7.0 units per gross developable acre) across the planning area:

North Community	±20,500 people
Bridlewood Community	±12,400 people
Total Planning Area	±32,900 people


Markborough Properties Inc.
Markborough Properties Inc.
Mannix
Crusted
Fish Creek Provincial Park
Genstar Development
Sanderson Farms
Lee
Hodgson
Elroy Holdings Ltd. Multiple Owners
Reservoir Site
El Condor Lands Inc.
Scott
Genstar Development
Genstar Development
Genstar Development
Traber
Genstar Development
Sanderson Farms Ltd.
Barkley
Sullivan Buildings Ltd. Ceepeepaeta Holdings Ltd.
Valentina Resources Inc.
Genstar Development
Carma Dev./ Truscan Realty
Blum
Carma Dev./ Truscan Realty
Valentina Resources Inc.
Barkley
Lunar Resources Ltd.
Johnson
Chinook Stables
Multiple Owners
Blomme
GCA Educational Society
Prokopy
Nagda
Maranda Holdings
United Inc./ Brefinca Inc.
Western Securities Ltd.
Sanderson
Koopman
Jager Industries Inc.
Wilson
Lamont Realty Corp.
Mock
Western Securities Ltd.
Sanderson
Multiple Owners
253375 Alberta Ltd.
Belansky
This map is conceptual only. No measurements of distances or areas should be taken off this map.
Study Area Boundary
Transportation/ Utility Corridor
0 m
400 m
800 m
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION
MAP 3
MIDNAPORE III COMMUNITY PLAN
LAND OWNERSHIP
Plot Date: 28-JAN-1987
Draw No: MID:340608141ll.dgn

5.0 NATURAL FEATURES (MAP 4)

5.1 Topography and Drainage

The Midnapore III planning area slopes gently from west (±1,120 metres elevation at the eastern boundary of the future Sarcee Trail SW right-of-way) to east (±1,085 metres elevation at 14 Street SW). A wetland exists in the extreme southeastern corner of the planning area but, overall, the area is well drained.

5.2 Soils and Geology

The soils in the Midnapore III planning area are comprised mostly of silt, sand and some clay. The soils and subsurface geology are stable, posing no constraints to urban development.

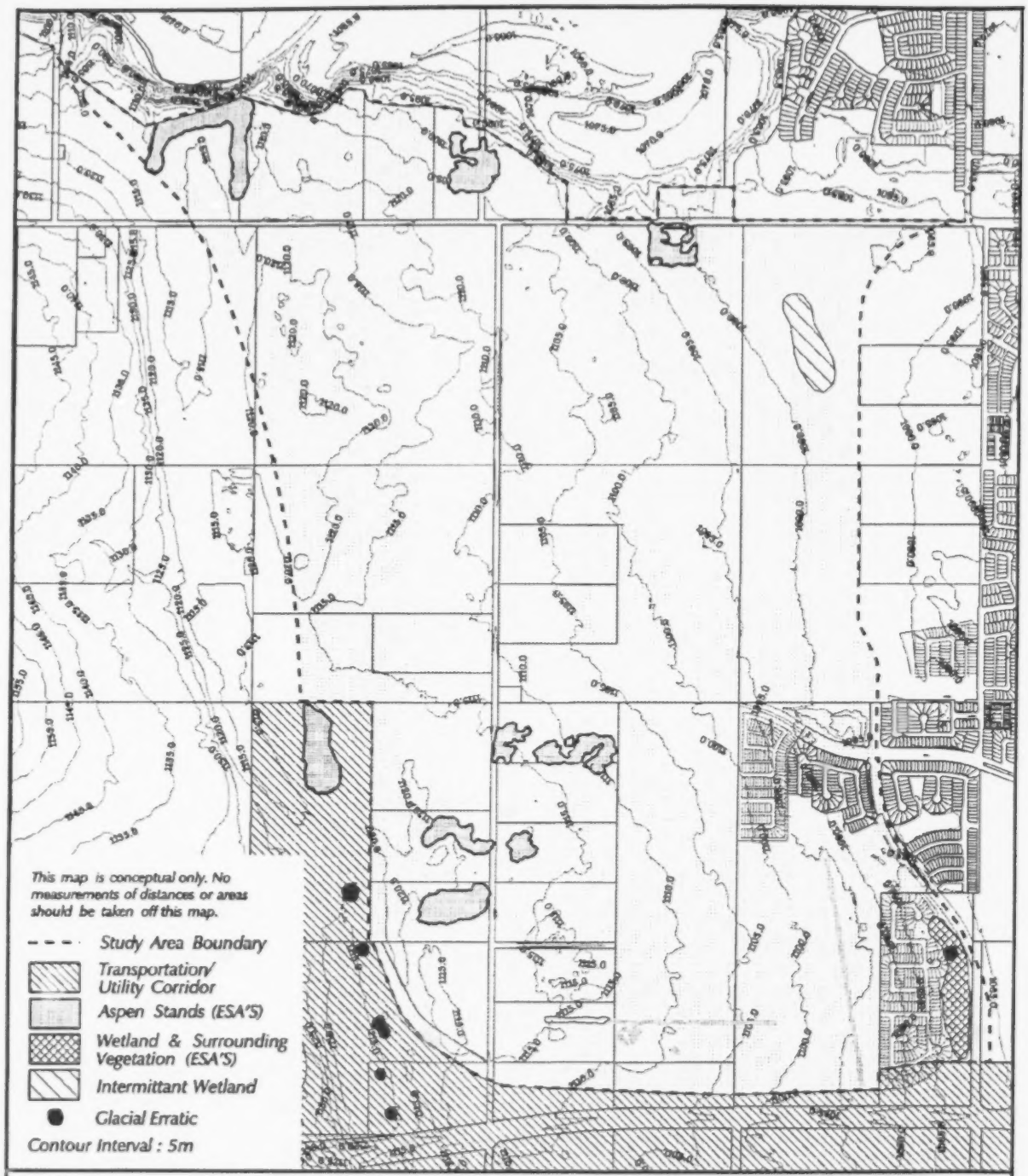
A glacial erratic train occurs along the southwest boundary of the planning area and one large erratic is located in the wetland in the southeast corner. The glacial erratic train, occurring generally along the proposed alignment of the future Sarcee Trail, is unique to Calgary. The train consists of a number of partially buried boulders originating from the Jasper area that were deposited as glacial ice retreated. These are considered to be environmentally significant but can be relocated in order to ensure their protection.

5.3 Vegetation and Wildlife

Most of the planning area has been farmed or is under cultivation. Some grassland remains, consisting of native Tufted Hair Grass and non-native Smooth Brome. Balsam Poplar, intermixed with willow shrubland and two intersecting windrows, consisting of Balsam Poplar, are present in the southern part of the area. A number of healthy stands of aspen occur throughout the area.

The high quality aspen located within the Transportation/Utility Corridor and in the extreme northwest corner of the planning area are considered to be environmentally significant, but could be integrated into residential development or open space. There are numerous aspen woods throughout the central portion of the planning area. The stands vary in age and size but most have been affected by grazing and other activities and are not considered to be high priority environmentally significant areas. The wetland in the southeast corner is a low-lying sedge and cattail wetland, bordered with tall Beaked Willow shrubland.

Common wildlife species in and around the wetland include Red-winged Blackbird, Common Yellowthroat, Mallard, Blue-winged Teal, Common Snipe, Sora and Yellow Warbler. Red-winged Hawk and Swainson's Hawk are also present, and the Northern Harrier and Long-eared Owl nest in the area.


This map is conceptual only. No measurements of distances or areas should be taken off this map.
Study Area Boundary
Transportation/ Utility Corridor
Aspen Stands (ESA'S)
Wetland & Surrounding Vegetation (ESA'S)
Intermittant Wetland
Glacial Erratic
Contour Interval : 5m
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION
MAP 4
MIDNAPORE III COMMUNITY PLAN
NATURAL FEATURES AND
ENVIRONMENTALLY
SIGNIFICANT AREAS

Mammal species common to the planning area include Mule Deer, Coyote, Muskrat, Red-backed Vole, Meadow Vole, Porcupine and various shrew and bat species.

5.4 Environmentally Significant Areas

The high quality stands of aspen, as shown on the Natural Features and Environmentally Significant Areas Map (Map 4), and the wetland and surrounding vegetation in the southeast corner of the planning area are considered to be environmentally significant.

6.0 POLICIES AFFECTING THE PLAN

6.1 Calgary Transportation Plan

In 1995 May, the Calgary Transportation Plan was adopted by City Council. The plan portrays a vision of Calgary in the year 2024 when the city's population is expected to reach 1.25 million. It sets out a strategy for avoiding expensive and contentious river crossings and road improvements, and problems of air pollution, downstream traffic impacts and loss of natural areas, experienced by other cities undergoing substantial growth. It emphasizes the link between transportation and land use planning and establishes policies, to be used in the planning of new residential communities, to reduce the need for vehicle trips and encourage transit and other modes of transportation.

6.2 Sustainable Suburbs Study

In 1995 July, City Council adopted the Sustainable Suburbs Study: Creating More Fiscally, Socially and Environmentally Sustainable Communities. The Study is aimed, not only at implementing the objectives of the Calgary Transportation Plan as they relate to the development of new communities, but seeks to encourage developers, City departments and others to find new ways of designing more sustainable communities. It describes many of the long term fiscal, social and environmental problems of a "business as usual" approach to planning new communities, and sets out a comprehensive package of planning policies, requirements and guidelines that respond to these issues. The Midnapore III Community Plan is largely based on the recommendations of this study.

6.3 Transit Friendly Design Guide

The Transit Friendly Design Guide was approved by City Council in 1995 December and describes techniques for improved integration of transit into residential and non-residential areas to achieve the vision described in the Calgary Transportation Plan. It explains, and gives examples of, the physical requirements necessary to encourage transit use.

6.4 The City of Calgary Environmental Policy, Principles & Goals

The Environmental Policy, Principles & Goals was adopted by City Council in 1994 November and acts as a guide for City of Calgary employees to ensure that the environmental stewardship and performance adopted by the City of Calgary is implemented and maintained by staff.

6.5 Natural Area Management Plan

The Natural Area Management Plan was approved by City Council in 1994. Its primary role is to ensure the long term viability of Calgary's natural environment and to support its appropriate use by the public. The Plan highlights the need for continuous public input, education and interpretation of ecological data and expert management of natural areas.

6.6 Calgary Restricted Development Area and Transportation/Utility Corridor

A Restricted Development Area (RDA) around the City of Calgary was established in 1976. Land within the RDA was designated for Transportation/Utility Corridor (TUC) use in order to provide for long-term alignments for future ring roads and major linear utilities needed to serve the expanding urban area.

The TUC provides components, which are specific areas dedicated to designated primary uses. Primary uses are the linear transportation and utility facilities including ring roads, petroleum pipelines, powerlines and municipal services. Other uses permitted within the TUC are secondary or interim and include a variety of agricultural, commercial, recreational and storage activities.

Provincial RDA Regulations protect the land needed for the Calgary TUC. Proposals for land use changes, subdivision, development and surface disturbing activities must be sent to Alberta Environment Protection for a review of Ministerial Consent requirements under the RDA Regulations. This Ministerial Consent requirement is necessary to ensure that proposed activities are consistent with TUC activities.

6.7 Calgary General Municipal Plan

In 1994, the **Planning Act** was replaced by the **Municipal Government Act**. The new Act requires municipalities to prepare a Municipal Development Plan to replace the existing general municipal plans. Calgary's **General Municipal Plan** is currently being updated to incorporate current Council policy, and to meet the requirements of the **Municipal Government Act**.

The **Calgary General Municipal Plan** was adopted by City Council in 1979 and is still in effect. The Plan was amended in 1991 to reflect the new city limits resulting from the 1989 annexation. Of particular relevance to the preparation of the Midnapore III Community Plan are Figure 1 (Urban Structure) and Table 4.1.2 (Areas Considered Suitable for Area Structure Plans and Area Redevelopment Plans).

6.8 Fish Creek Growth Area Management Plan

The Fish Creek Growth Area Management Plan (GRAMP) is the first of a new type of strategic plan being prepared under the policies contained in the **Calgary Transportation Plan** and the **Sustainable Suburbs Study**. The aim of the plan is to:

- facilitate and manage growth;
- make the City's key strategic policies a reality, including improving transportation options and creating suburban employment centres;
- integrate major land uses within the plan area;
- show the approximate timing and location for new development and corresponding services as over the next 15 years;
- provide the policy and servicing framework for subsequent community plans;
- address design details relating to the employment/mixed use centre planned for the Macleod Trail corridor **(Shawnessy Centre Study)**; and
- identify special studies that may be required as the area develops.

The Midnapore III planning area falls within the boundaries of the Fish Creek Growth Area Management Plan and the policies contained in the Midnapore III Community Plan are consistent with the objectives of the GRAMP.

6.9 Planning for Adjacent Areas

Evergreen Estates is located northeast of the Midnapore III planning area, north of 146 Avenue SW and abutting Fish Creek Provincial Park. The **Evergreen Estates Policy Report** was approved by City Council in 1989.

The **Revised Midnapore Phase 2 Area Structure Plan** was adopted by City Council in 1991 and includes the developing communities of Shawnee Slopes, Millrise, Shawnessy, Somerset and Sundance, all located east of the Midnapore III planning area.

7.0 TRANSPORTATION (MAP 5)

7.1 External Road Network

Access to the Midnapore III planning area is presently provided from the east and west by 146 Avenue SW, 162 Avenue SW and the Marquis of Lorne Trail (Highway 22X). Access to the Marquis of Lorne Trail is available at 14 Street SW on a permanent basis, and at 24 Street SW and 37 Street SW on a temporary basis. The 24 Street SW and 37 Street SW intersections will be replaced by an intersection at the future Sarcee Trail. Long term plans call for grade-separated interchanges along Marquis of Lorne Trail and Sarcee Trail.

Also, grade-separated interchanges are proposed along the future Sarcee Trail at 162 Avenue SW and at a location near the existing 146 Avenue SW right-of-way. At this latter location, access/egress to the planning area will be via a major standard road in order to accommodate expected traffic volumes.

7.2 Internal Road Network

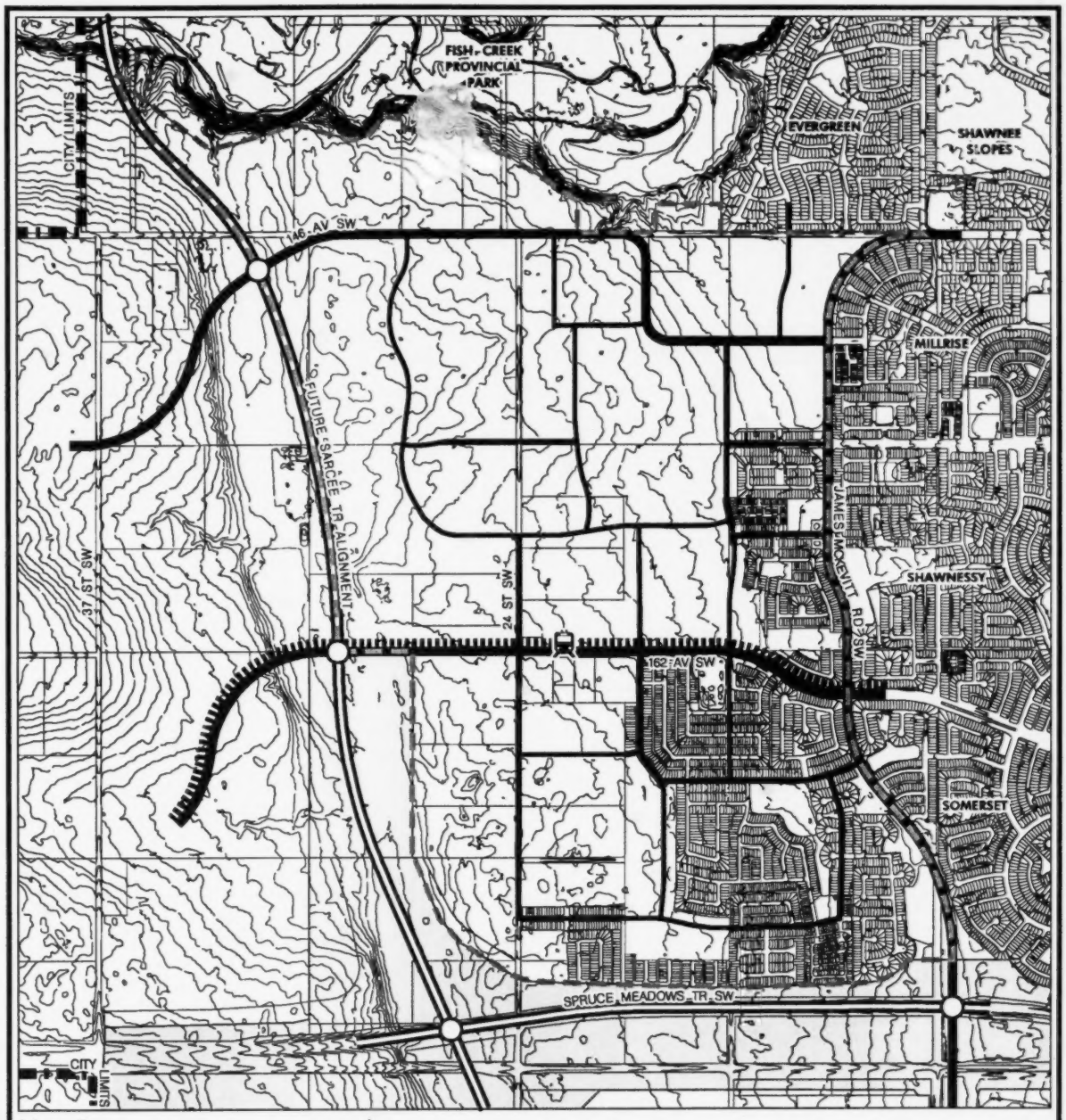
A network of roads provides for full development of the Midnapore III planning area at a density of 17.3 units per gross developable hectare. The key east/west route is 162 Avenue SW, which will be designed to accommodate the future LRT. Several north and south routes are provided, with 14 Street SW (the east boundary of the study area) providing access to the Marquis of Lorne Trail.

The road network has been designed to accommodate public transit routing which will achieve the walking distance objectives of the **Transit Friendly Design Guide**.

8.0 SERVICING AND UTILITIES

8.1 Water Supply (Map 6)

The Midnapore III planning area spans two water pressures zones. The western portion of the area lies within the Upper Sarcee South Pressure Zone (elevations above 1,108 metres). Service to this area will initially require a pump station at the Lower Sarcee Reservoir, located at 146 Avenue SW and 37 Street SW. Two distribution mains will be extended from this pump station and, eventually, this area may also require a second pump station, to be located outside the planning area, south of the Marquis of Lorne Trail.



Map 5

Midnapore 3 Community Plan

Transportation

Revised:
July, 2002

N

200 0 400
100 200
metres

- Plan Boundary
- Transportation Utility Corridor
- Future L.R.T. Alignment & Station
- Expressway
- Major Road
- Community Road Network
- Interchange

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

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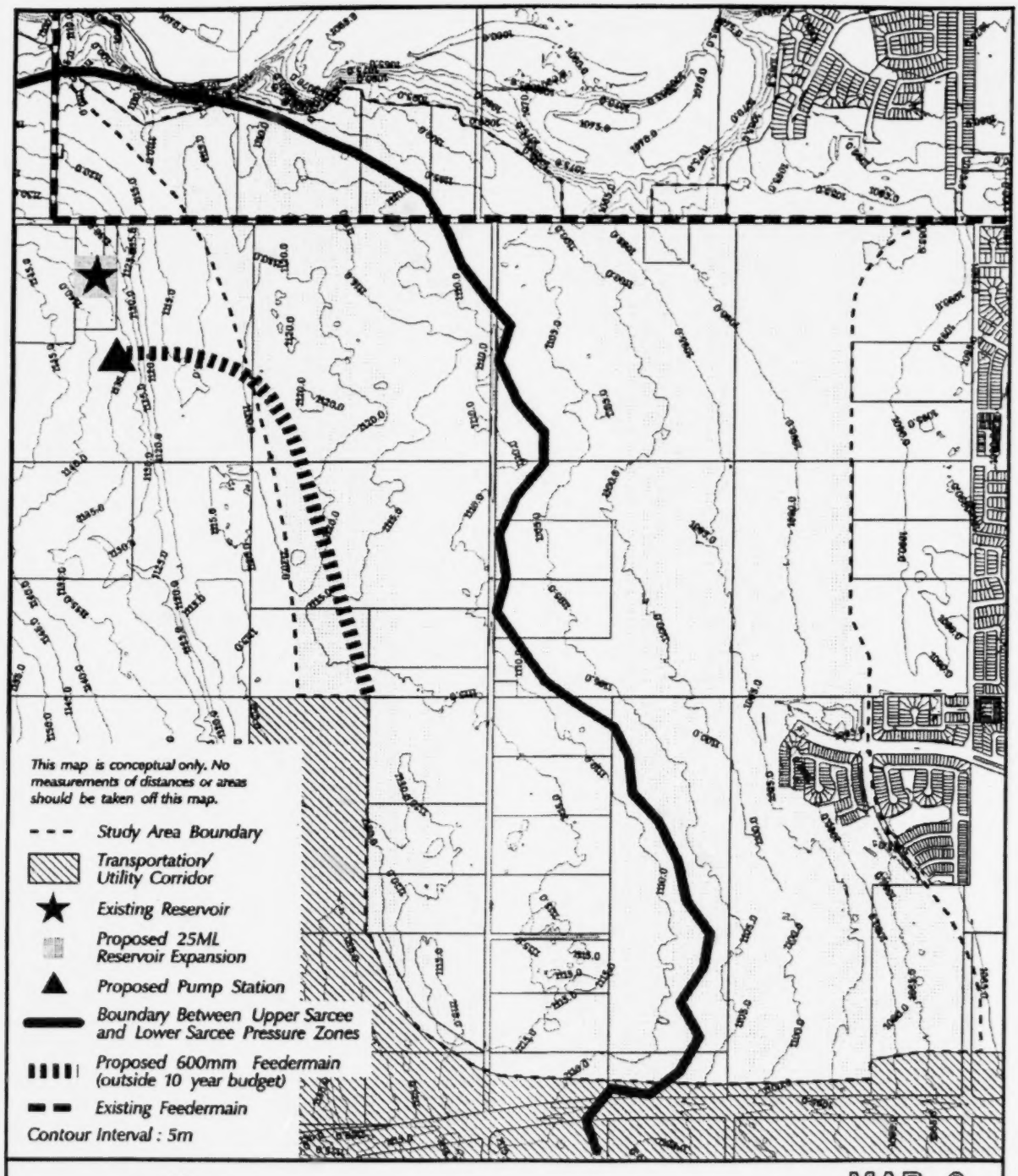
DATE PLOTTED: 29-JUL-2002

This map is conceptual only.
No measurements of distances or areas should be taken off this map.


This map is conceptual only. No measurements of distances or areas should be taken off this map.
Study Area Boundary
Transportation/ Utility Corridor
Existing Reservoir
Proposed 25ML Reservoir Expansion
Proposed Pump Station
Boundary Between Upper Sarcee and Lower Sarcee Pressure Zones
Proposed 600mm Feedermain (outside 10 year budget)
Existing Feedermain
Contour Interval : 5m
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION
MAP 6
MIDNAPORE III COMMUNITY PLAN
WATER
SUPPLY
Plot Date 8-JUL-1997
Draw No: MD 3406081427.dgn

The eastern portion of the planning area lies within the Lower Sarcee Pressure Zone (elevations below 1,108 metres) and will be serviced by extending existing distribution mains from the communities of Millrise, Shawnessy, and Somerset. Also, a tie to the existing feedermain on 146 Avenue SW will be required.

If land south of the Marquis of Lorne Trail is developed later, a feedermain extension from the 146 Avenue SW feedermain south, across the Marquis of Lorne Trail, will be required.

8.2 Sanitary Sewerage (Map 7)

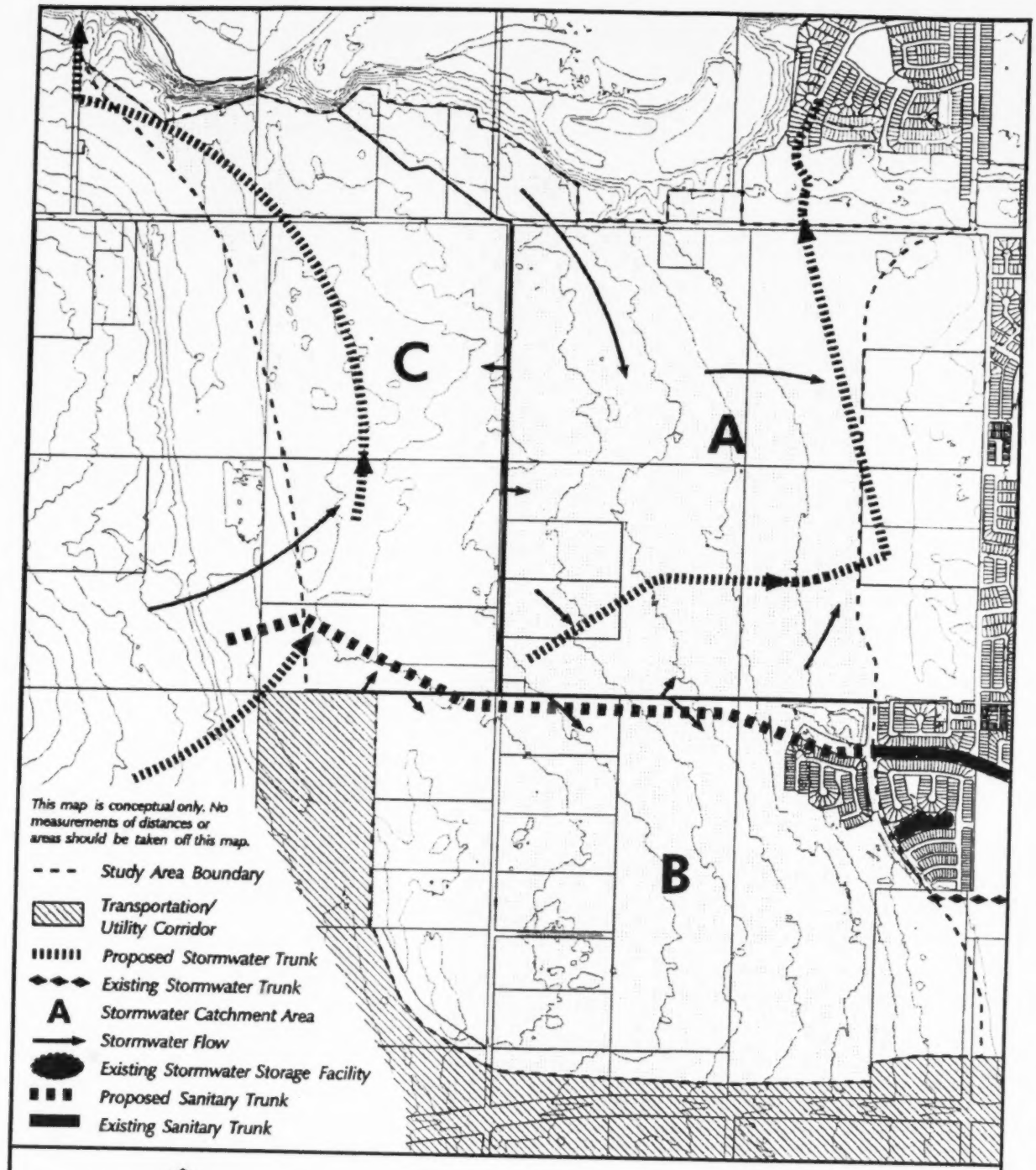
The majority of the planning area will be serviced by extending the existing sanitary trunk along 162 Avenue SW. Part of the land north of 146 Avenue SW will be serviced by an existing trunk that runs parallel to Fish Creek.

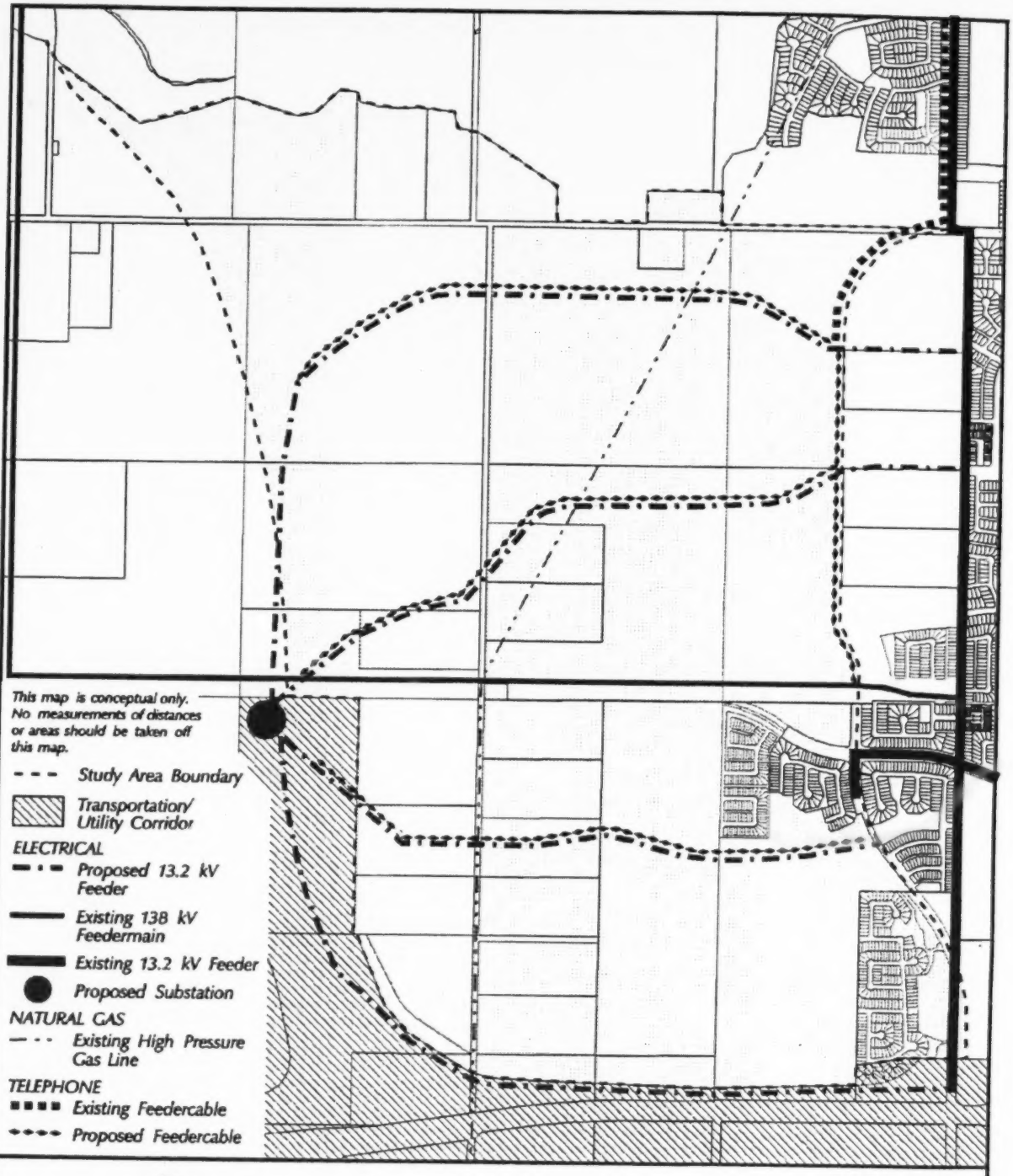
8.3 Stormwater Management (Map 7)

The Midnapore III planning area comprises three stormwater catchment areas as shown on Map 7. The northeastern catchment area (Cell A on Map 7) is located between 14 Street SW and 24 Street SW and between 162 Avenue and Fish Creek Provincial Park. This area is serviced by a non-acreage assessment trunk which bisects the community of Evergreen Estates and outfalls to Fish Creek at 14 Street SW.

The southern catchment area (Cell B on Map 7) is located between 14 Street SW and the future Sarcee Trail SW right-of-way and between 162 Avenue SW and the Marquis of Lorne Trail. This area is part of the West Midnapore Acreage Assessment Area and will be serviced by the existing West Midnapore Storm Trunk, located within the Marquis of Lorne right-of-way, to an outfall on the Bow River. Stormwater storage facilities will be required to control storm runoff. One of the stormwater facilities will be located in the southeastern portion of the Bridlewood community.

The westernmost catchment area (Cell C on Map 7) is located between 24 Street SW and the future Sarcee Trail SW right-of-way and between 162 Avenue SW and Fish Creek Provincial Park. Service to this area will require an outfall to Fish Creek at 37 Street SW. The City currently has approval from Alberta Environment Protection to construct an outfall at this location but due to concern over the quality and quantity of stormwater discharge into Fish Creek, the Province is currently reviewing requirements to determine the stormwater discharge requirements for this outfall.


C
A
B
This map is conceptual only. No measurements of distances or areas should be taken off this map.
Study Area Boundary
Transportation/ Utility Corridor
Proposed Stormwater Trunk
Existing Stormwater Trunk
A
Stormwater Catchment Area
Stormwater Flow
Existing Stormwater Storage Facility
Proposed Sanitary Trunk
Existing Sanitary Trunk
0 m
400 m
200 m
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION
MAP 7
MIDNAPORE III COMMUNITY PLAN
SANITARY SEWER AND
STORM SEWER SERVICING
Plot Date: 8-JUL-1997
Draw No: MID340505412.dgn



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION

MAP 8

MIDNAPORE III COMMUNITY PLAN
SHALLOW UTILITIES

Plot Date 8-JUL-1997
Draw No: MID.340b01418.dgn

8.4 Electrical Service (Map 8)

Electrical service will be provided by extending existing 13.2 kV lines west into the planning area. These future lines are shown conceptually on Map 8. The existing 138 kV line is located approximately along the 162 Avenue SW right-of-way. A substation is also proposed in the general location of 162 Avenue SW and the future Sarcee Trail SW right-of-way.

8.5 Natural Gas

Natural Gas will be provided by extending the existing distribution feedermain, located on Shawnessy Boulevard SW, to 14 Street SW and west into the planning area. Alignments will follow the approved road network.

8.6 Telephone and Cable

1. Telephone service will be provided by extending the existing main infrastructure (conduit) routes, located on 146 Avenue SW and 162 Avenue SW, to 14 Street SW and west into the planning area. Alignments will follow the approved road network.

2. Cable TV lines will be placed along the same routes as for telephone service.

9.0 COMMUNITY SERVICES

9.1 Police Service

The planning area will be serviced from Police District Office #6, located at 8325 Bonaventure Drive SE and possibly by a small community-based satellite office located at one or both of the community cores.

9.2 Fire Protection

The closest fire station to the planning area is Fire Station #26, located at 271 Midpark Boulevard SE.

9.3 Emergency Medical Services

The closest existing Emergency Medical Services Geopost to the planning area is located at Fire Station #13, 855 Parkwood Way SE. However, a future Geopost is proposed for the Shawnessy Centre.

9.4 Library Service

The closest existing library to the planning area is the Fish Creek Area Branch, located at 11161 Bonaventure Drive SE. However, a future library has also been proposed for Shawnessy Centre.

9.5 Social Services

Municipal social services will be provided from the Heritage Area Office, located at 8500 Macleod Trail. Provincial social services will be provided from the Willow Park District Office, located at 10325 Bonaventure Drive SE.

9.6 Public Health Services

The Midnapore District Office, located in the Midnapore Mall at 240 Midpark Way SE, will provide public health service.

GLOSSARY

Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of the City of Calgary, as the case may be.

Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.

Community means, when referring to land, a logical physical and social planning area which is predominantly residential in character, defined by significant natural or man-made features.

Community Boundary means the boundary of a community as defined in a community plan, and is to be distinguished from a community name boundary which may be different and is based on the Community and Street Name Guidelines.

Community Centre Site means a site, comprised of reserve land, which is owned by the City but used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Community Commercial Use means a small to moderate scale retail or personal service use which serves the community and may include a medical clinic, a personal service business, a retail store, an office, an entertainment establishment, a recycling depot, a financial institution, a food store, a private club, an automotive service, a restaurant and an outdoor cafe.

Council means the Council of the City of Calgary.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective to Calgary, and has the potential to remain viable within an urban environment.

Gross Area means the total area of land contained within the property lines of a site.

Gross Developable Area means the gross area of a site, excluding environmental reserve, expressways, freeways and interchange lands, commercial sites greater than 2.4 hectares, private lakes and lands purchased with reserve funds. In this plan, within the community cores only, the 2.4 hectare commercial site referenced above may comprise more than one site.

Institutional Use means a public, quasi-public or private use that serves the educational, social, cultural or religious needs of the residents in a community and may include a church, a post office or postal kiosk, a library, a public or private school, a child-care facility and a private club.

Joint Use Site means a site comprised of reserve land which is jointly owned by the City and a school board for the purpose of accommodating a school, sportsfields and related recreational uses.

Linear Park means a park, comprised of reserve land, that accommodates the regional pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

Mobile Home Use means a single wide or a double wide mobile home located on an individual lot, or within a comprehensively-designed mobile home park.

Multi-dwelling Residential Use means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment.

Natural Area means an undisturbed, or relatively undisturbed, area of land or water, or both, which has existing characteristics of a natural/native plant or animal community and/ or portions of a natural ecological and/or geographic system.

Neighbourhood means a portion of a community and is generally defined by a 400 metre radius or five minute walk from a central bus stop located within a neighbourhood node.

Neighbourhood Commercial Use means a small-scale convenience retail or personal service use serving the surrounding residential area and may include a professional office, a barbershop or beauty salon, a restaurant and an outdoor cafe.

Neighbourhood Node Park means a neighbourhood park, a sub-neighbourhood park or a private park.

Neighbourhood Park means a park, comprised of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

Private Park means a park owned and maintained by a residents' association.

Recreational Use means a public or private athletic or recreational facility or amenity, a joint use site or a park or playground which serves the surrounding neighbourhood or community.

Secondary Residential Use means a small-scale detached residential unit developed on the same lot as a single detached dwelling, and may include a studio suite.

Single Detached Residential Use means a single residential building containing one dwelling unit only, but does not include a mobile home.

Special Commercial Use means a small-scale office or personal service use that does not generate a high volume of vehicular traffic or customers, is generally compatible with residential development and may include a travel agency or a professional office.

Sub-neighbourhood Park means a small-scale park, comprised of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements.